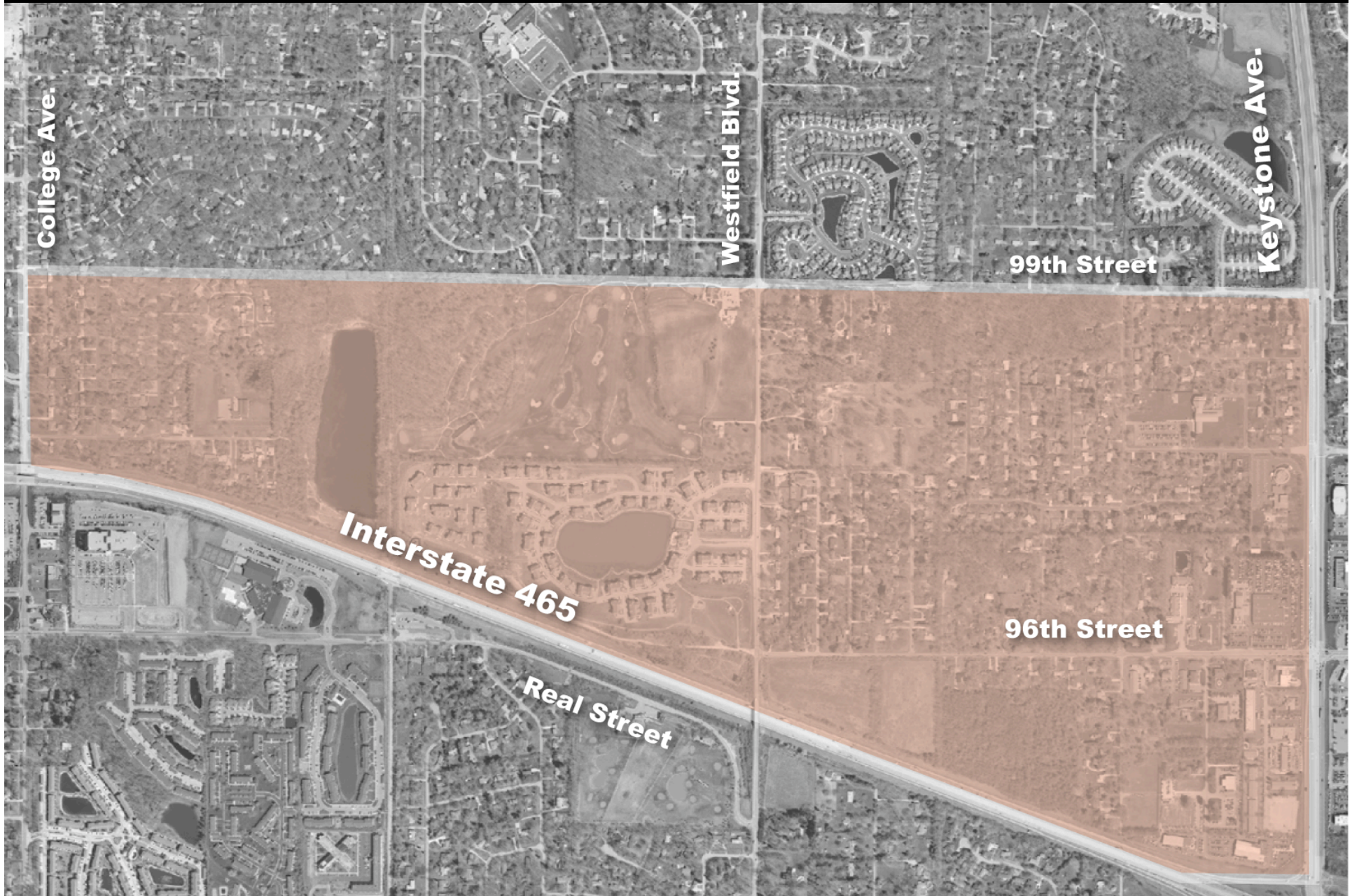


South Westfield District - Initial Observations

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INTRODUCTION Focus Area



- This planning effort seeks to bring together various stakeholders in the South Westfield area to discuss, understand and design a 5 to 15-year vision for a dynamic future neighborhood district, not just a series of subdivisions.
- This effort is a preliminary discussion. It's goal is to bring issues to the table and allow an open dialogue, while providing conceptual planning for the future.
- This effort seeks to build a plan for the future that works with, not against, the City of Carmel's various systems, including auto transportation, open space and pedestrian mobility.

Project Assumptions

- **Cities change. Land uses change. Carmel is changing. Planning is important in order to understand, design for and benefit from this fact, facilitating a high quality of life in the future.**
- **The design attitude of this project should utilize best practices in urban design and planning, making a pedestrian-friendly community for all residents.**
- **The community of this area desires an open dialogue and discussion about the future of this district and is willing to discuss many options for its preservation and development.**

Project Understandings

- **This project understands that various stakeholders have economic interests in future plans. It also understands non-economic interests and seeks to provide options that maximize both to the greatest extent possible.**
- **The City of Carmel's Department of Community Services (DOCS) is sponsoring this project because it sees an opportunity to connect various stakeholders together in an effort to create a true neighborhood that is of great benefit to all.**
- **EDEN Land & Design, Inc. is a local land use and planning consultant that has been retained to lead this effort and provide critical analysis, opinion, and conceptual design based on best practices of urban planning and design.**

- **MAY 23 - Initial Introduction and Discussion**
- **JUNE 6 - Initial Observations, Analysis, Conceptual Land Use Ideas Presented and Discussed.**
- **Month of June - Refinements and Review**
- **Month of July - Presentation of Conceptual Plan Refinements; Issue of Plan for Review.**
- **FUTURE - Possible Overlay Creation, Future Development Proposal Review, Integration into Possible Central Business District Plan**

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ANALYSIS SECTION:

Access

(Inventory, Key Issues, Key Opportunities)

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ANALYSIS: Access Inventory



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ANALYSIS: Access Key Issues

#1: CONNECTION TO WEST

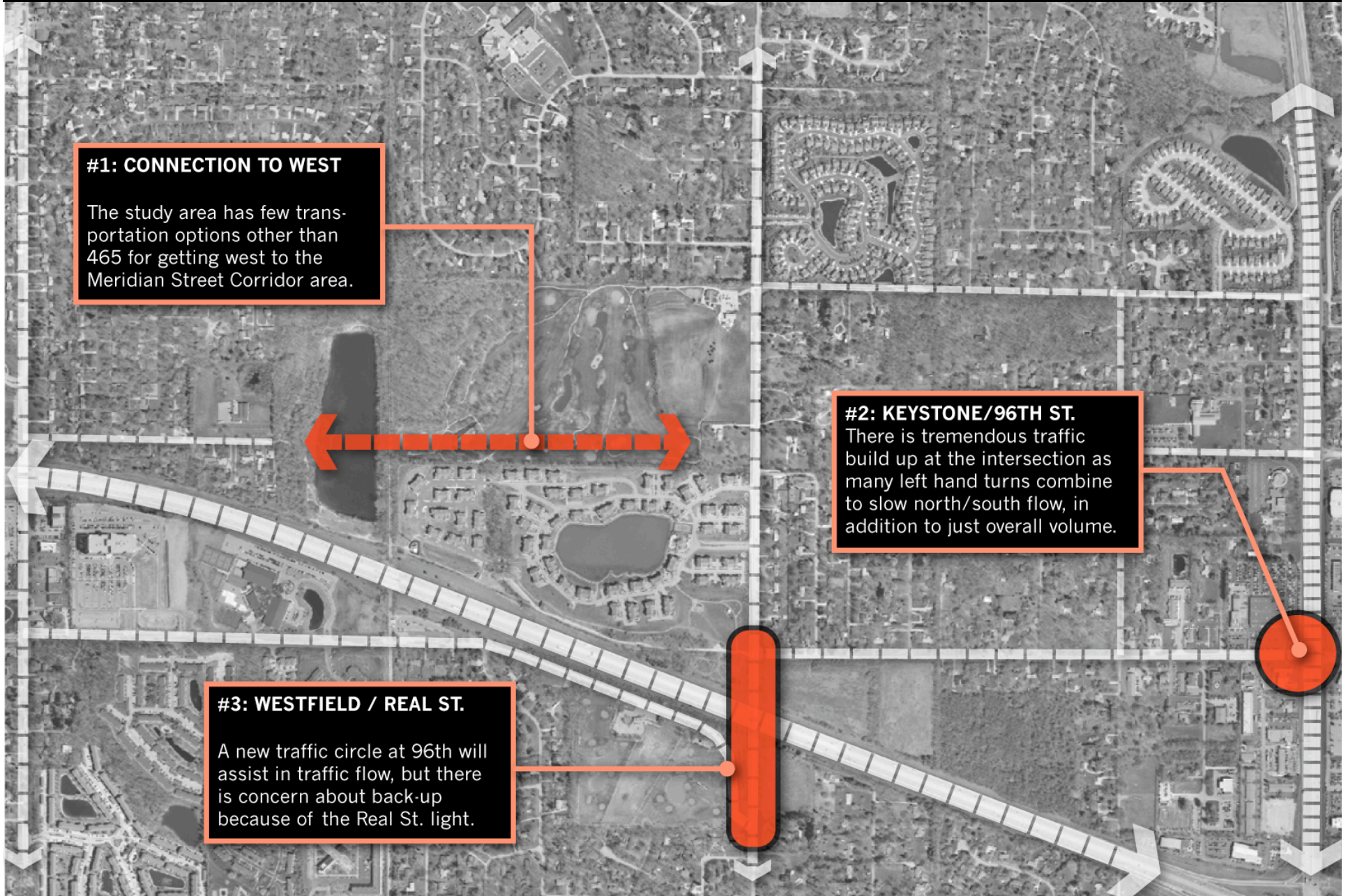
The study area has few transportation options other than 465 for getting west to the Meridian Street Corridor area.

#2: KEYSTONE/96TH ST.

There is tremendous traffic build up at the intersection as many left hand turns combine to slow north/south flow, in addition to just overall volume.

#3: WESTFIELD / REAL ST.

A new traffic circle at 96th will assist in traffic flow, but there is concern about back-up because of the Real St. light.

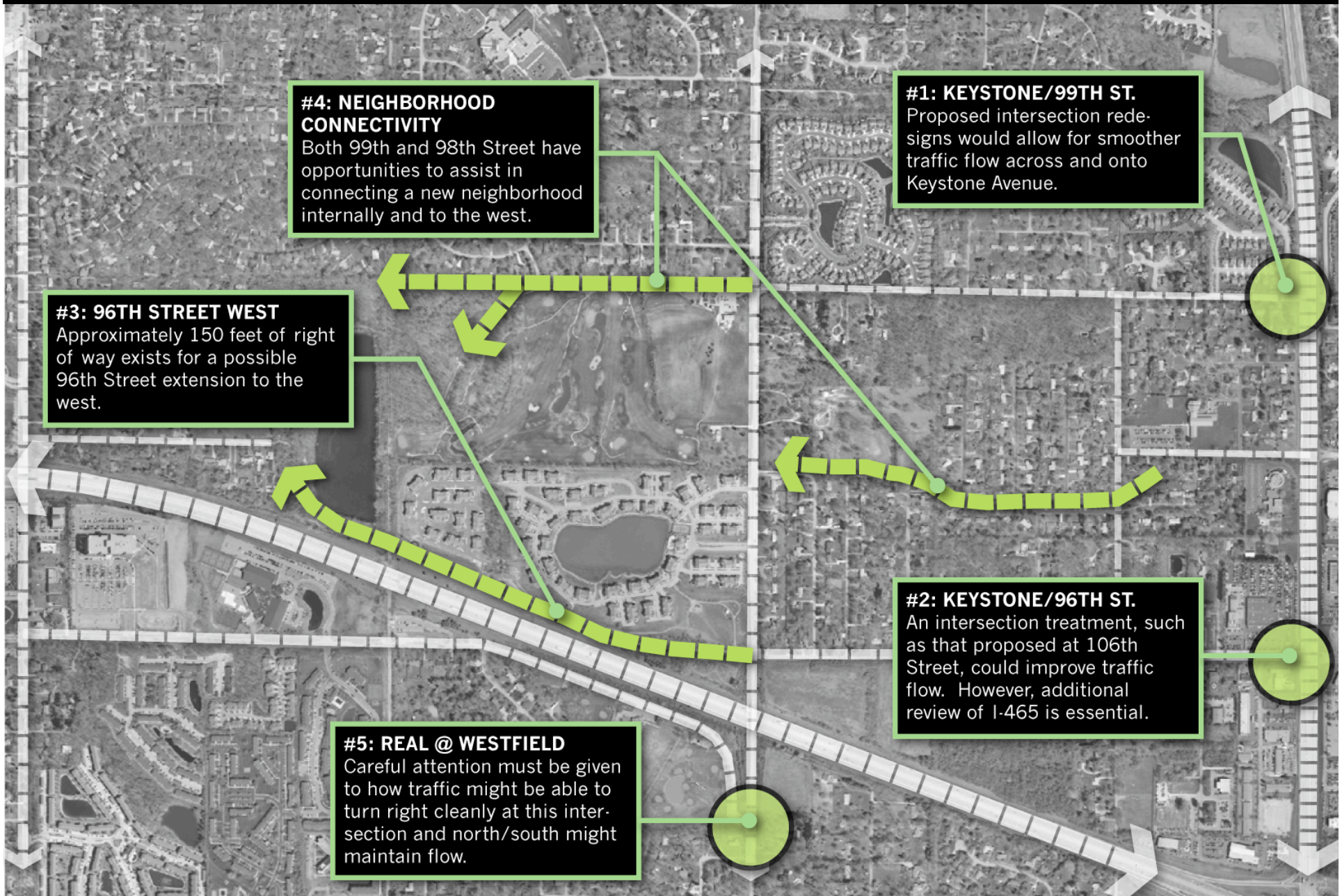


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ANALYSIS: Access Key Opportunities

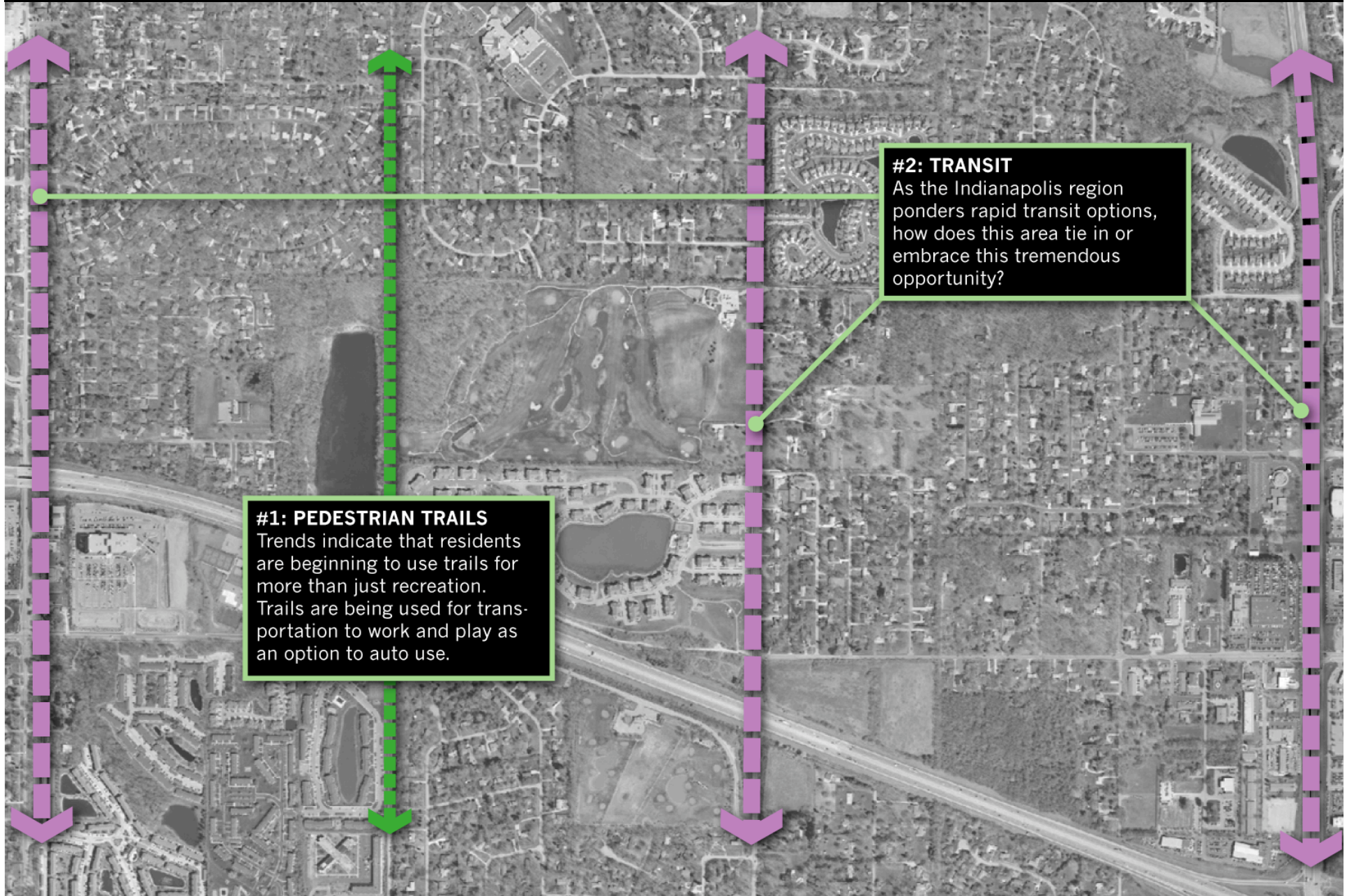


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ANALYSIS: Access Key Opportunities



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ANALYSIS SECTION:

Open Space

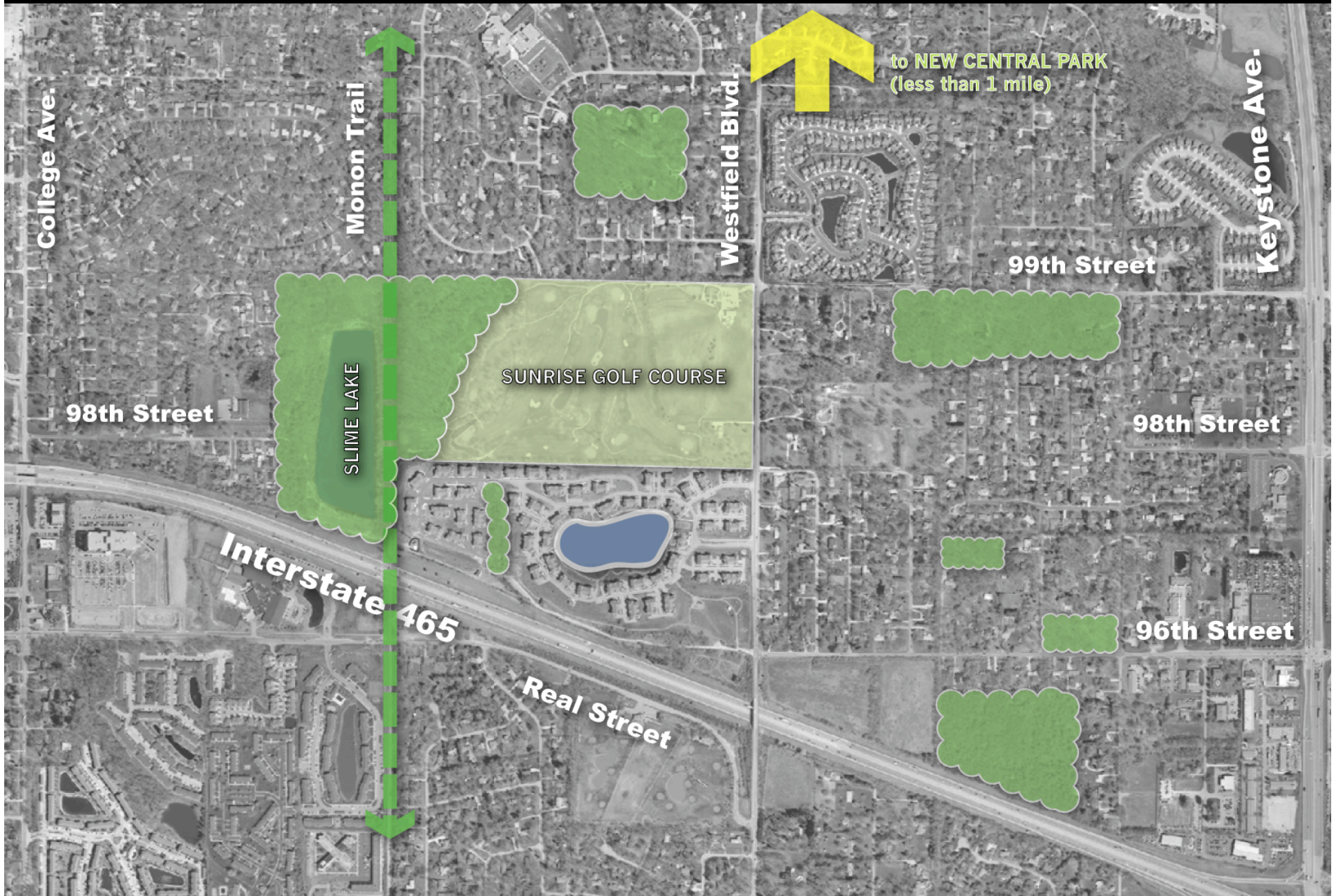
(Inventory, Key Issues, Key Opportunities)

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ANALYSIS: Open Space Inventory

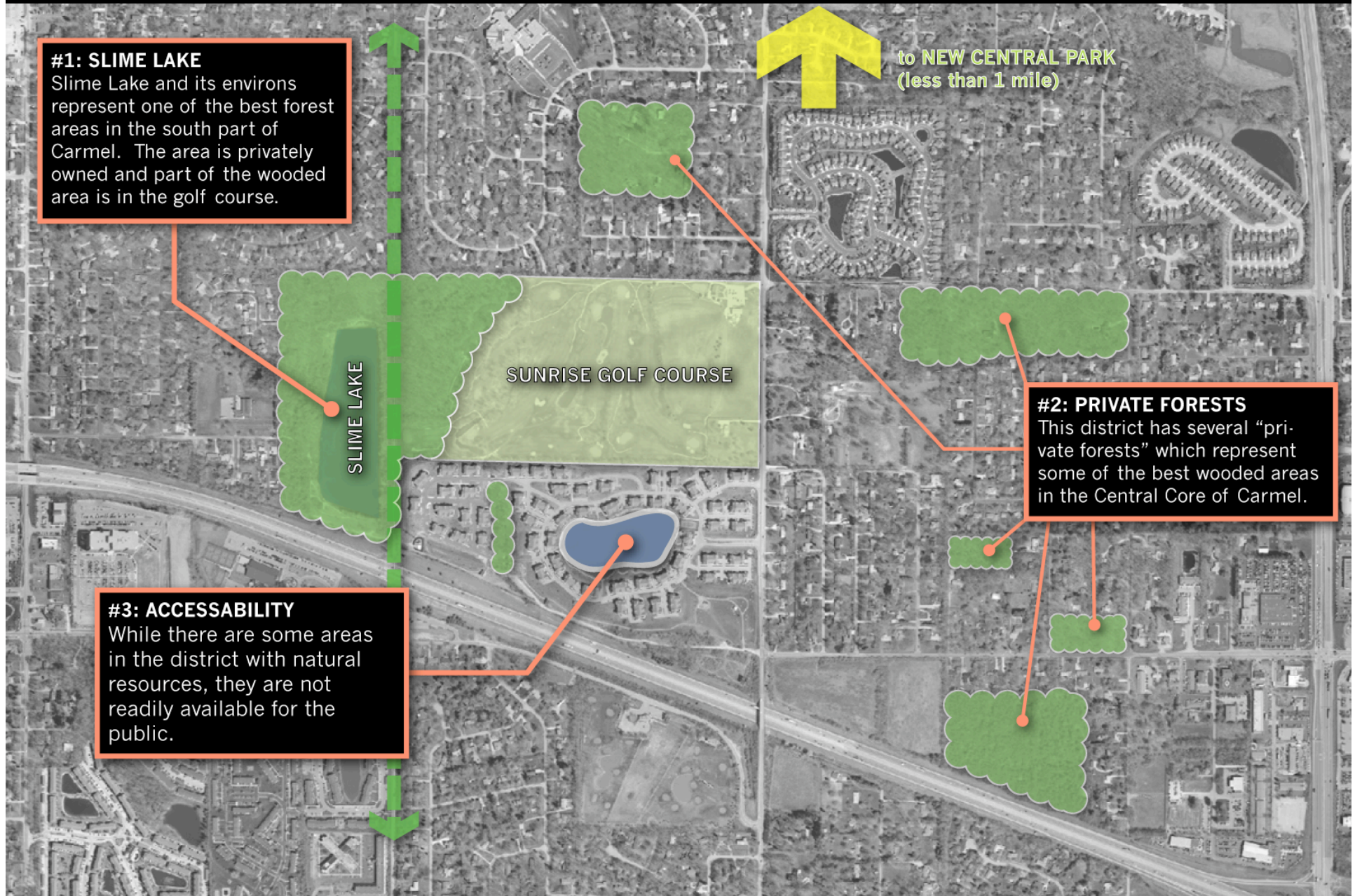


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ANALYSIS: Open Space Key Issues



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ANALYSIS: Open Space Key Opportunities

#4: GOLF COURSE

Although the golf course presents a large area for possible future development, there also are tremendous opportunities for open space preservation and development.



#3: WESTFIELD FUTURE

The Alternative Transportation Plan for the City calls for Westfield to be a strong bike and pedestrian corridor.

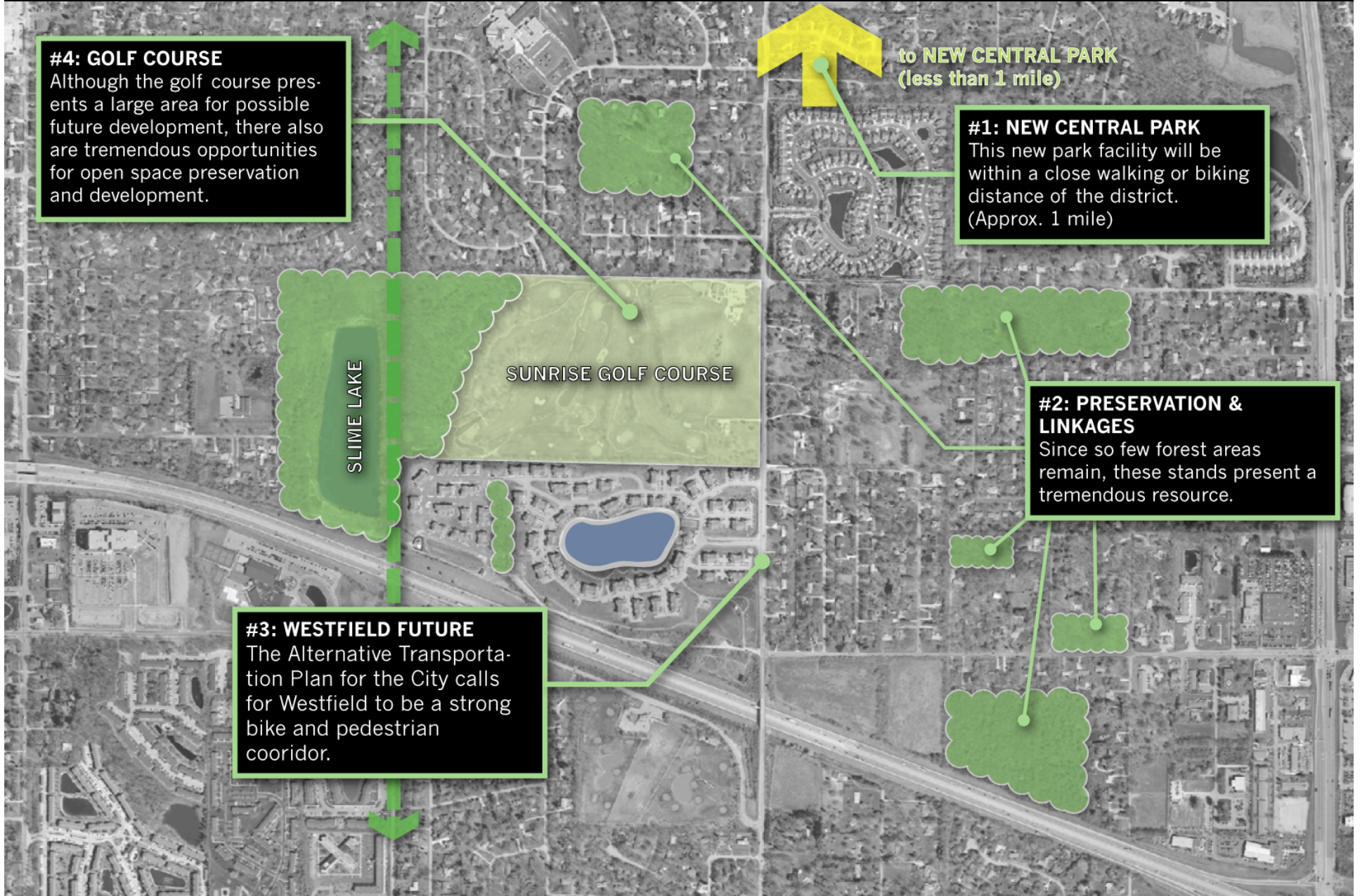
to NEW CENTRAL PARK
(less than 1 mile)

#1: NEW CENTRAL PARK

This new park facility will be within a close walking or biking distance of the district.
(Approx. 1 mile)

#2: PRESERVATION & LINKAGES

Since so few forest areas remain, these stands present a tremendous resource.



South Westfield District - Initial Observations

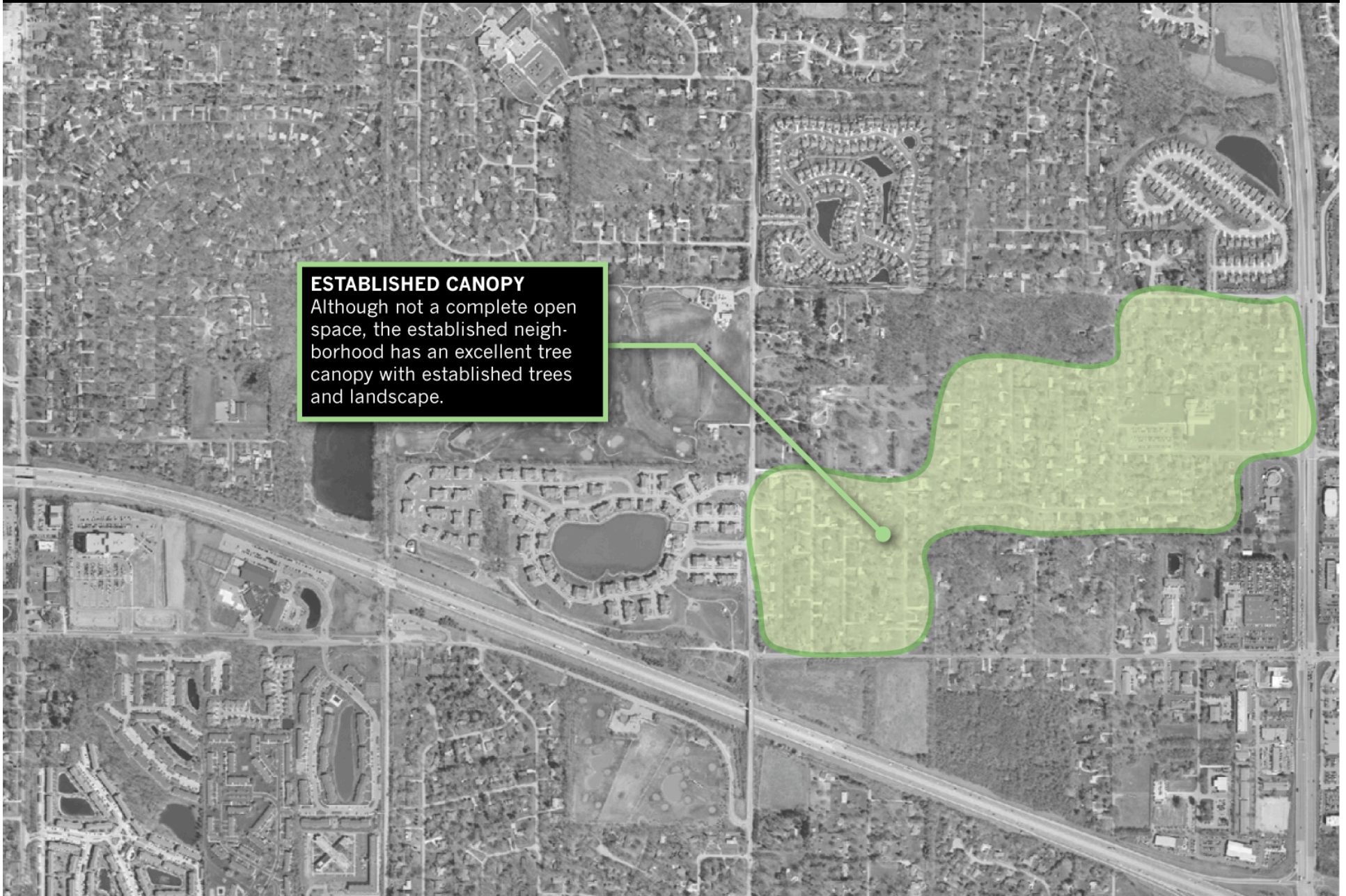
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ANALYSIS: Open Space Key Opportunities

ESTABLISHED CANOPY

Although not a complete open space, the established neighborhood has an excellent tree canopy with established trees and landscape.



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ANALYSIS SECTION:

Land Use

(Inventory, Key Issues, Key Opportunities)

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ANALYSIS: Land Use Inventory

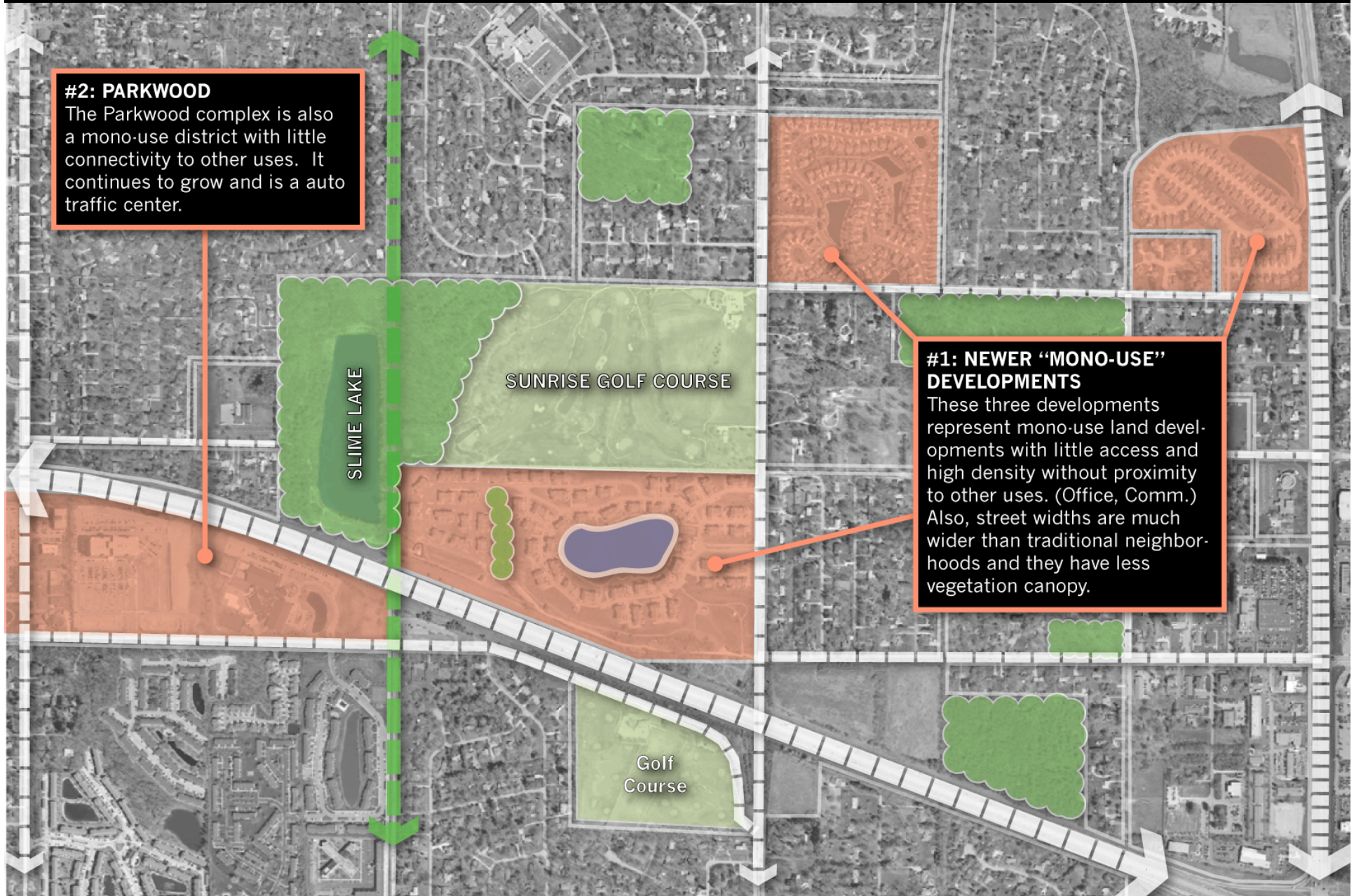


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ANALYSIS: Land Use Recent Development



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ANALYSIS: Land Use Established Development

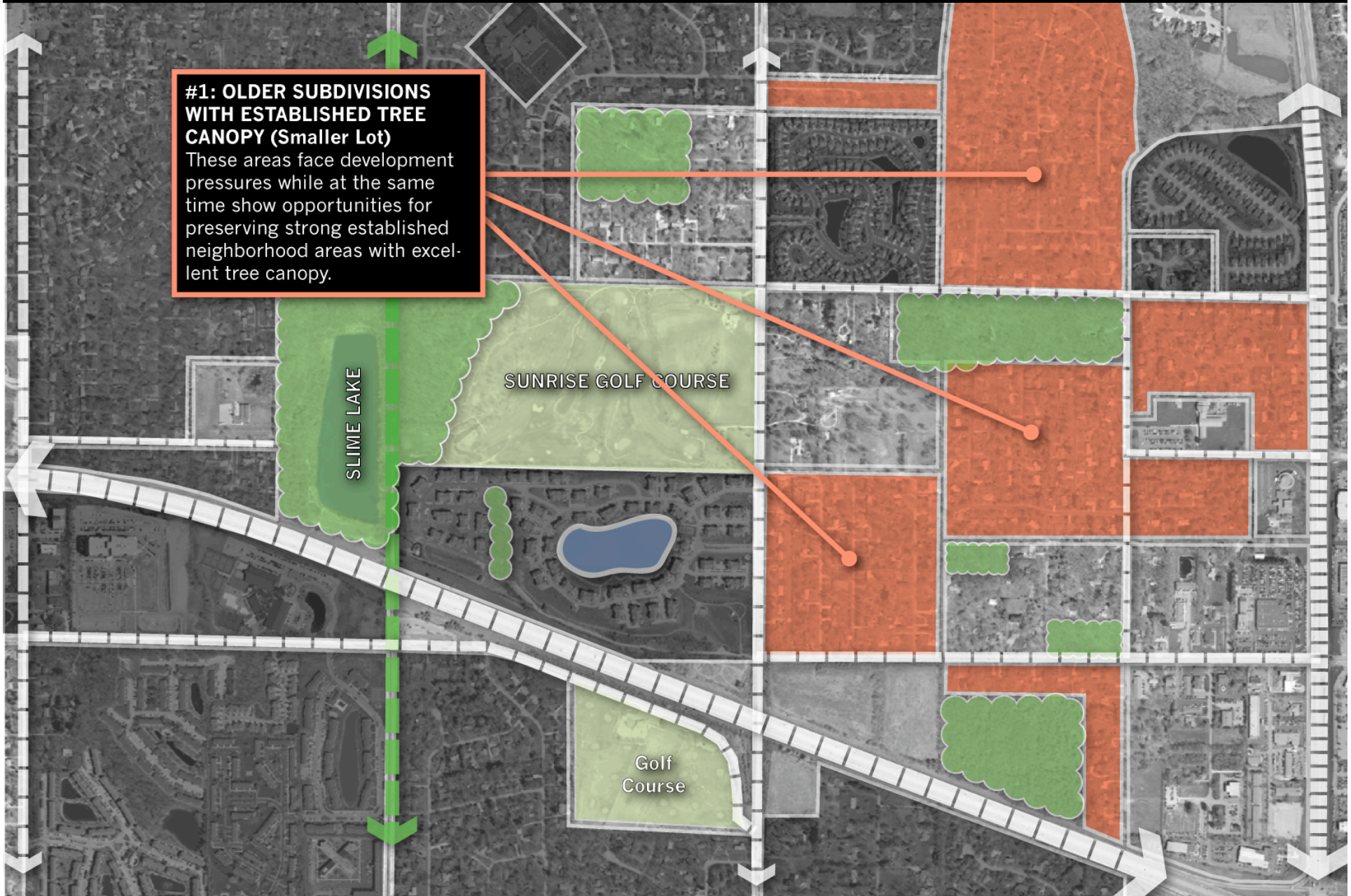


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ANALYSIS: Land Use Established Development



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ANALYSIS: Land Use

Established Development

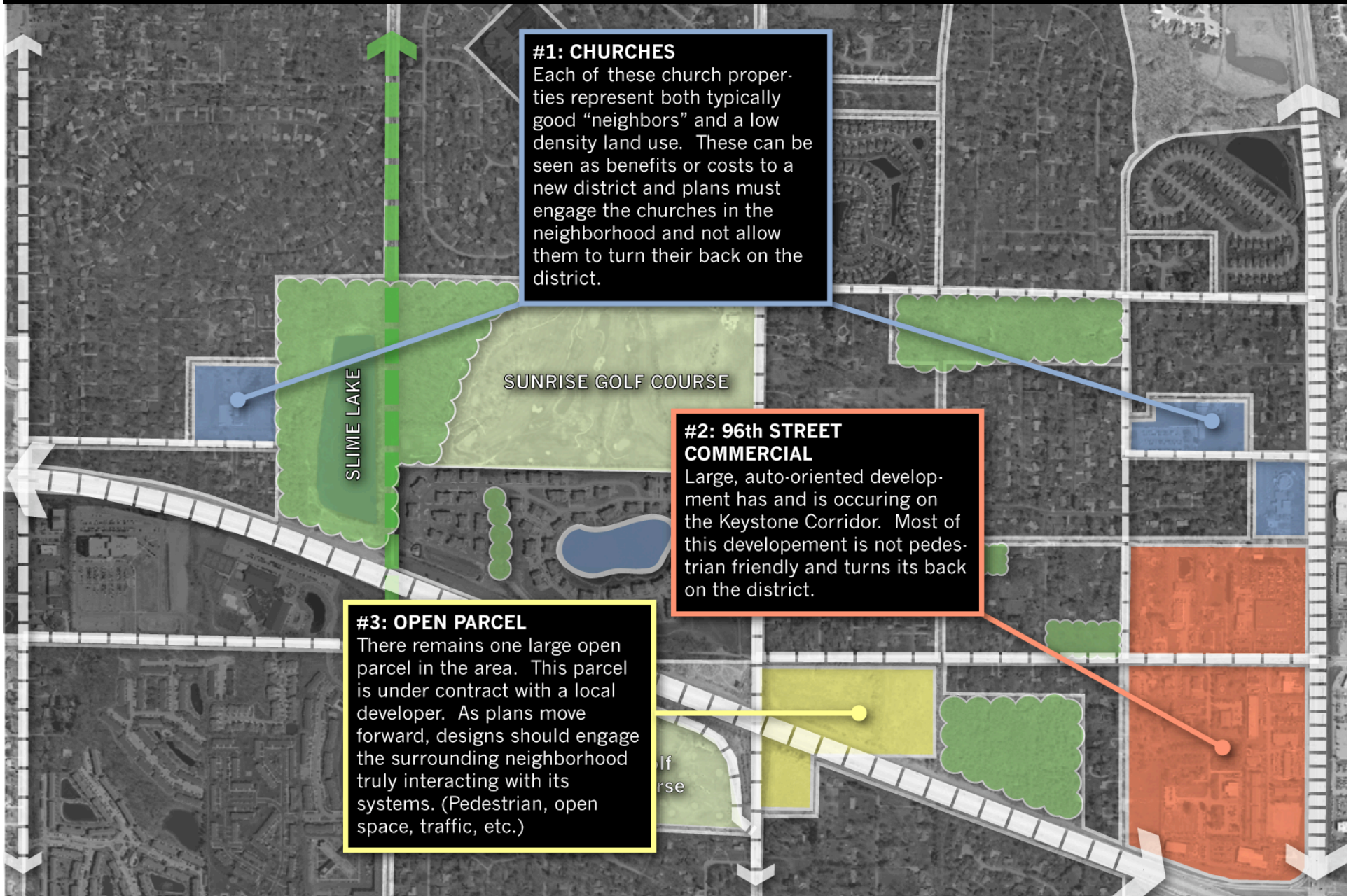


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ANALYSIS: Land Use Established Development



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ANALYSIS: Land Use Established Development

#1: SLIME LAKE

Slime Lake presents a significant natural resource adjacent to the Monon Trail. However, because of that fact, it also represents a desirable development opportunity. A future district plan must rectify this issue.

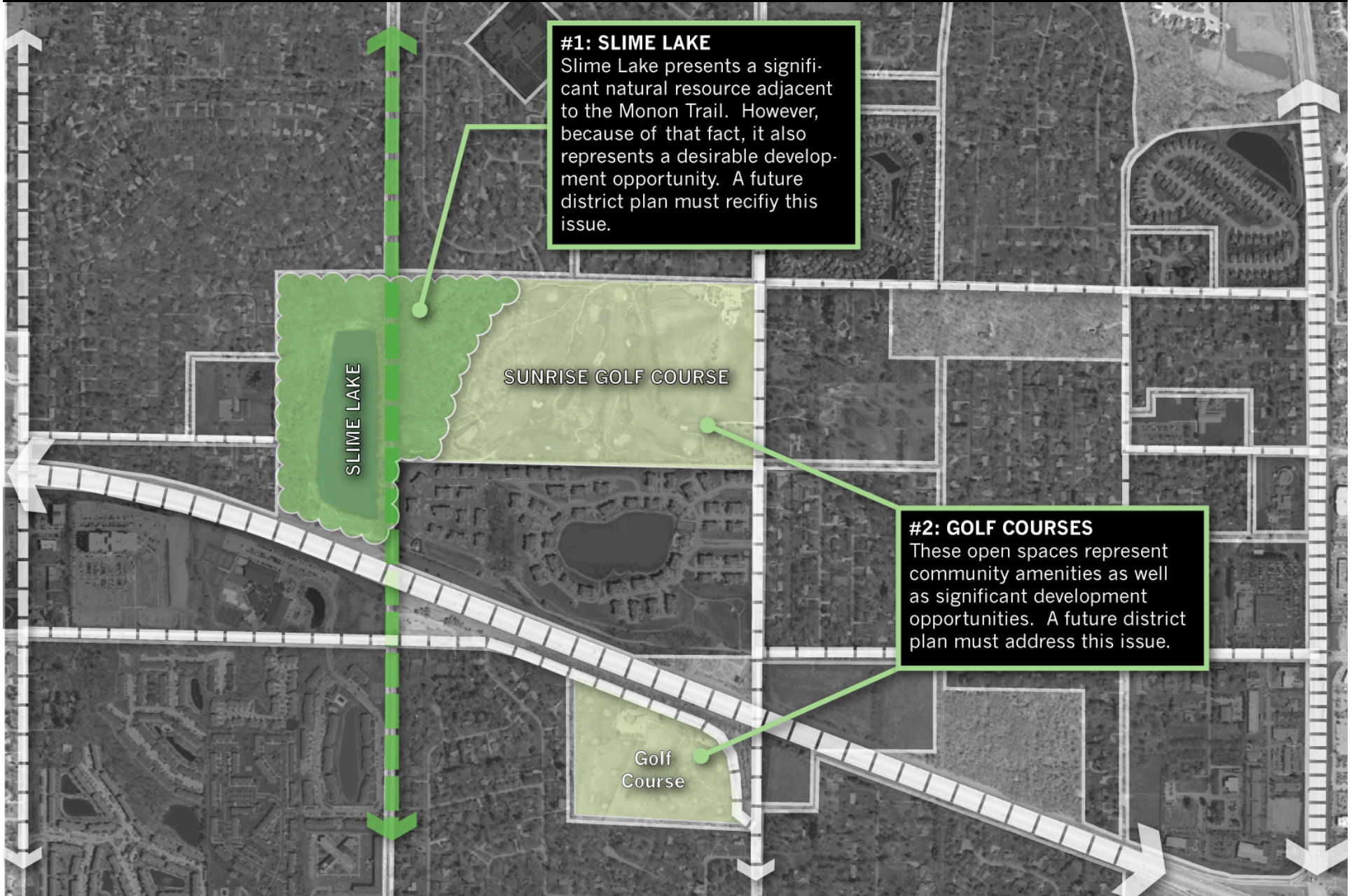
SLIME LAKE

SUNRISE GOLF COURSE

Golf Course

#2: GOLF COURSES

These open spaces represent community amenities as well as significant development opportunities. A future district plan must address this issue.



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EDUCATION SECTION:

Best Practices

- **A Neighborhood is different from a Subdivision. A Subdivision is a mono use district with limited options for a variety of residents. A Neighborhood is a place with a mix of uses and options for a variety of residents and visitors.**



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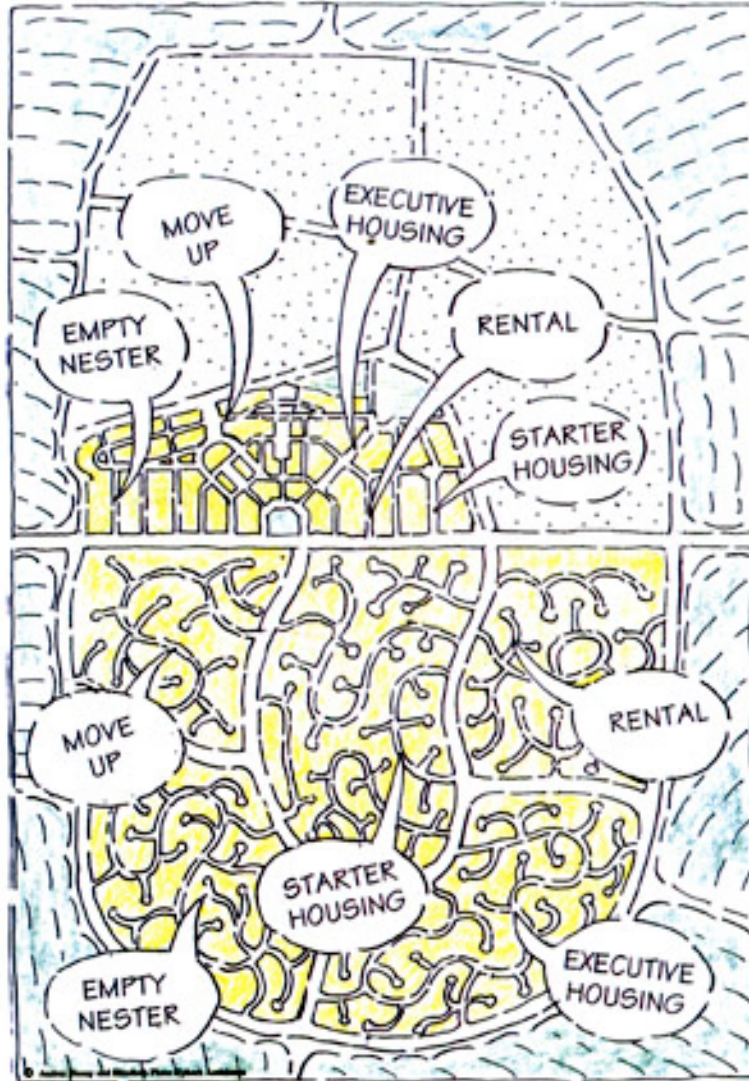
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EDUCATION:

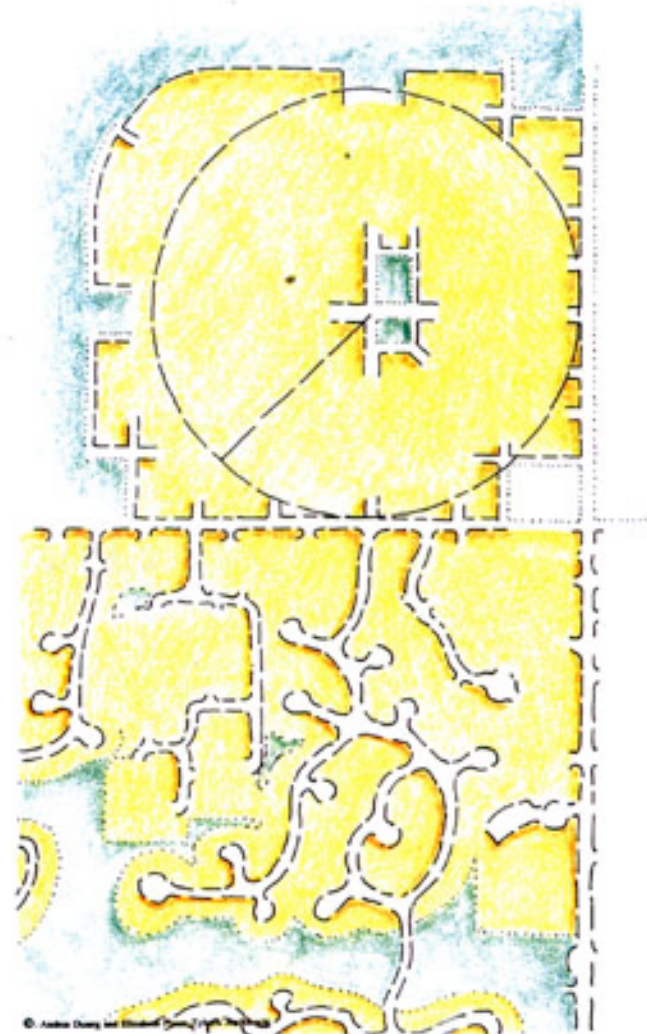
Making a Neighborhood

THE TRADITIONAL NEIGHBORHOOD ALLOWS 5 MARKET SEGMENTS TO EXIST IN CLOSE PROXIMITY AT 1/3 - 1/2 THE INFRASTRUCTURE COST

IN THE TRADITIONAL NEIGHBORHOOD IT IS A FIVE MINUTE WALK FROM THE EDGE TO THE CENTER.



SUBURBAN POD DEVELOPMENT REQUIRES MAJOR INFRASTRUCTURE BUILD-OUT TO PROVIDE FOR 5 MARKET SEGMENTS.



IN SUBURBAN SPRAWL THERE IS NO CENTER, EDGE, OR WALKING ORIENTATION.

South Westfield District - Initial Observations

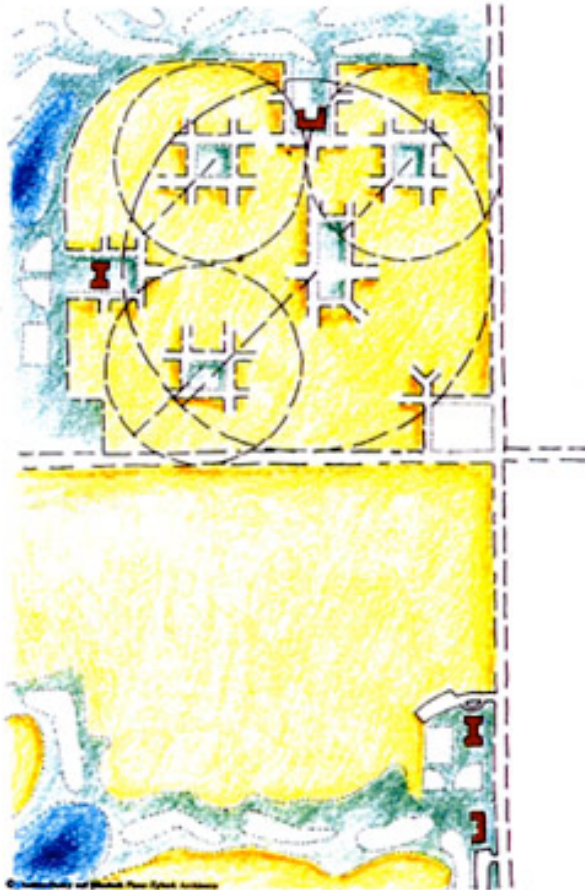
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EDUCATION:

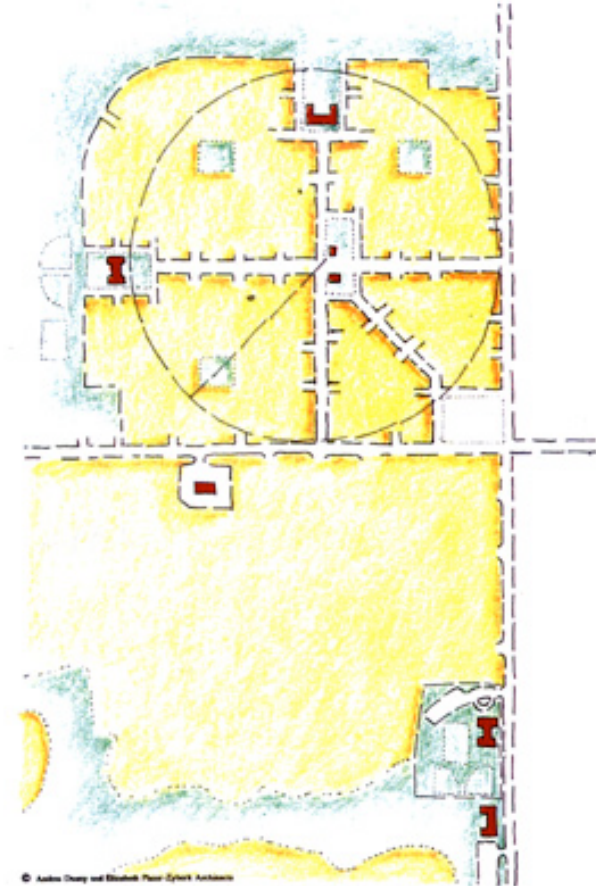
Making a Neighborhood

THE TRADITIONAL NEIGHBORHOOD HAS A CENTRAL SQUARE WITHIN A FIVE MINUTE WALK OF ALL RESIDENTS, PLAYGROUNDS WITHIN A TWO AND A HALF MINUTE WALK, AND PARKS AND PLAYING FIELDS IN THE GREENBELT.



IN SUBURBAN SPRAWL PARKS FOR SOCIAL ACTIVITY AND RECREATION ARE ISOLATED ON INTERSTITIAL LAND.

IN THE TRADITIONAL NEIGHBORHOOD, SQUARES, ASSEMBLY HALLS, SCHOOLS, AND CHURCHES ARE LOCATED ON PROMINENT SITES.



IN SUBURBAN SPRAWL THERE ARE NO SQUARES AND ASSEMBLY HALLS, SCHOOLS, AND CHURCHES RELATE TO THE HIGHWAY RATHER THAN THEIR USERS.

source: www.dpz.com

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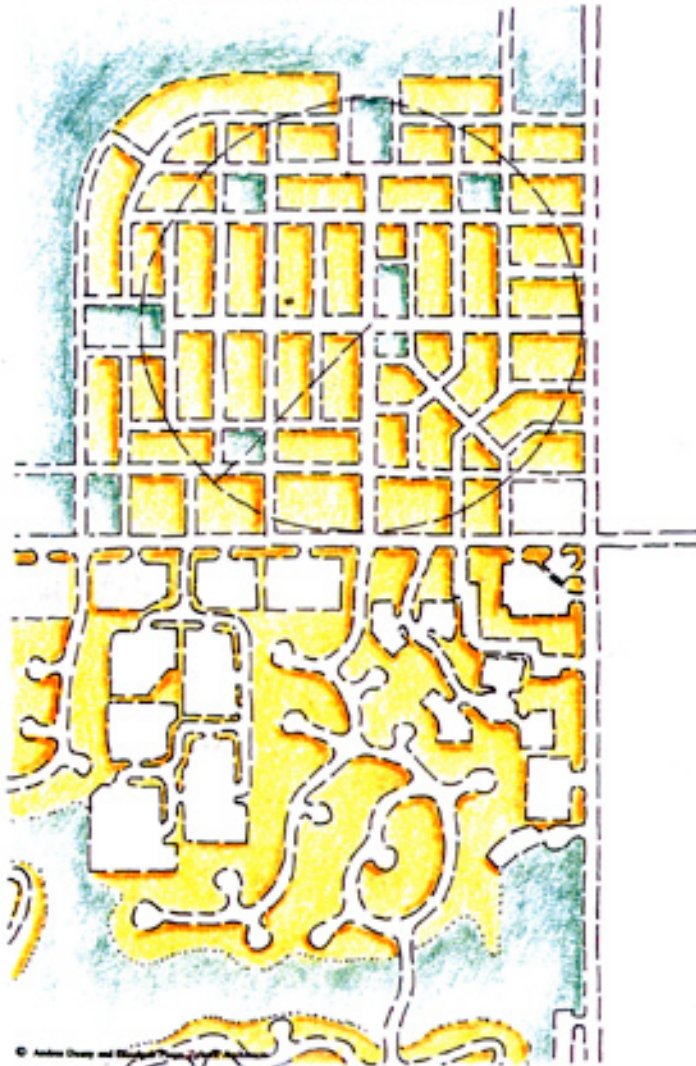
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EDUCATION:

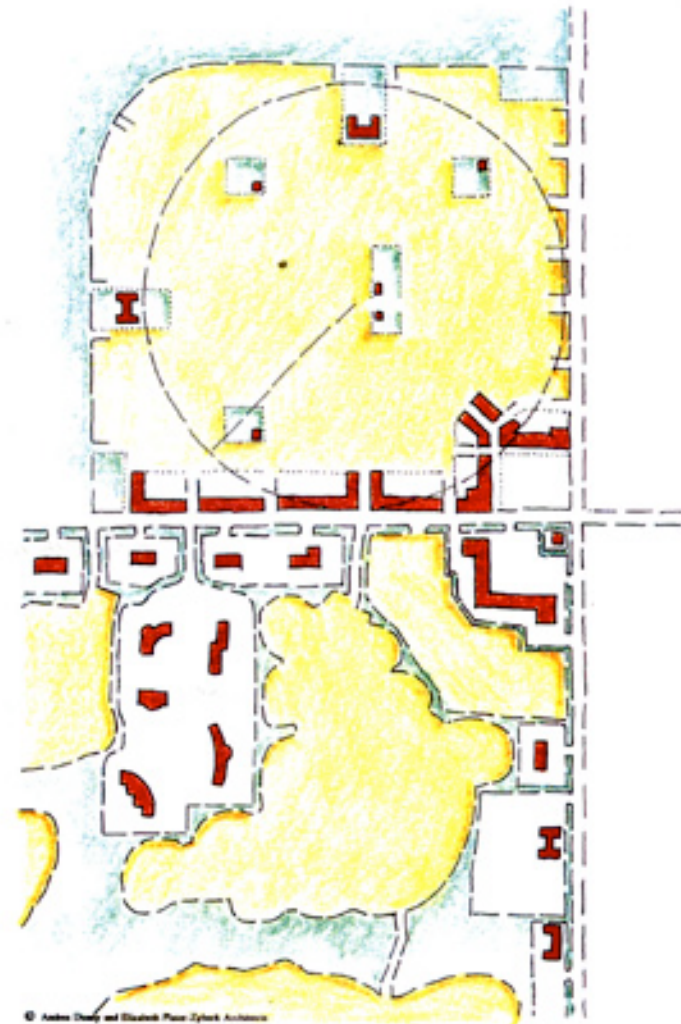
Making a Neighborhood

IN THE TRADITIONAL NEIGHBORHOOD PEDESTRIANS AND CARS
SHARE A VARIETY OF ROUTES.



SUBURBAN SPRAWL IS CHARACTERIZED BY ITS CONVENIENCE FOR
THE CAR AT THE EXPENSE OF THE PEDESTRIAN.

IN THE TRADITIONAL NEIGHBORHOOD THE ACTIVITIES OF
DAILY LIVING ARE INTERWOVEN.



SPRAWL SEGREGATED USES PROMOTE ADDITIONAL CAR
TRIPS THAT CLOG THE COLLECTOR ROADS.

source: www.dpz.com

Principles for healthy design in communities:

- **Create Safe Sidewalks and Trails**
- **Design for Safer, Slower Traffic**
- **Zone to encourage physical activity**
- **Build activity into the architecture of buildings**
- **Create connections with transit**

source: Robert Wood Johnson Foundation



Principles for healthy design in communities:

- 1. Create a Shared Vision for the Future**
- 2. Identify and Sustain Green Infrastructure**
- 3. The Right Design in the Wrong Place Is Not Smart Growth**
- 4. Protect Environmental Systems and Conserve Resources**
- 5. Provide Diverse Housing Types and Opportunities**
- 6. Build Centers of Concentrated Mixed Uses**
- 7. Use Multiple Connections to Enhance Mobility and Circulation**
- 8. Deliver Sustainable Transportation Choices**
- 9. Preserve the Community's Character**
- 10. Make it Easy to Do the Right Thing**

**Some new
perspective...**

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PLANNING SECTION:

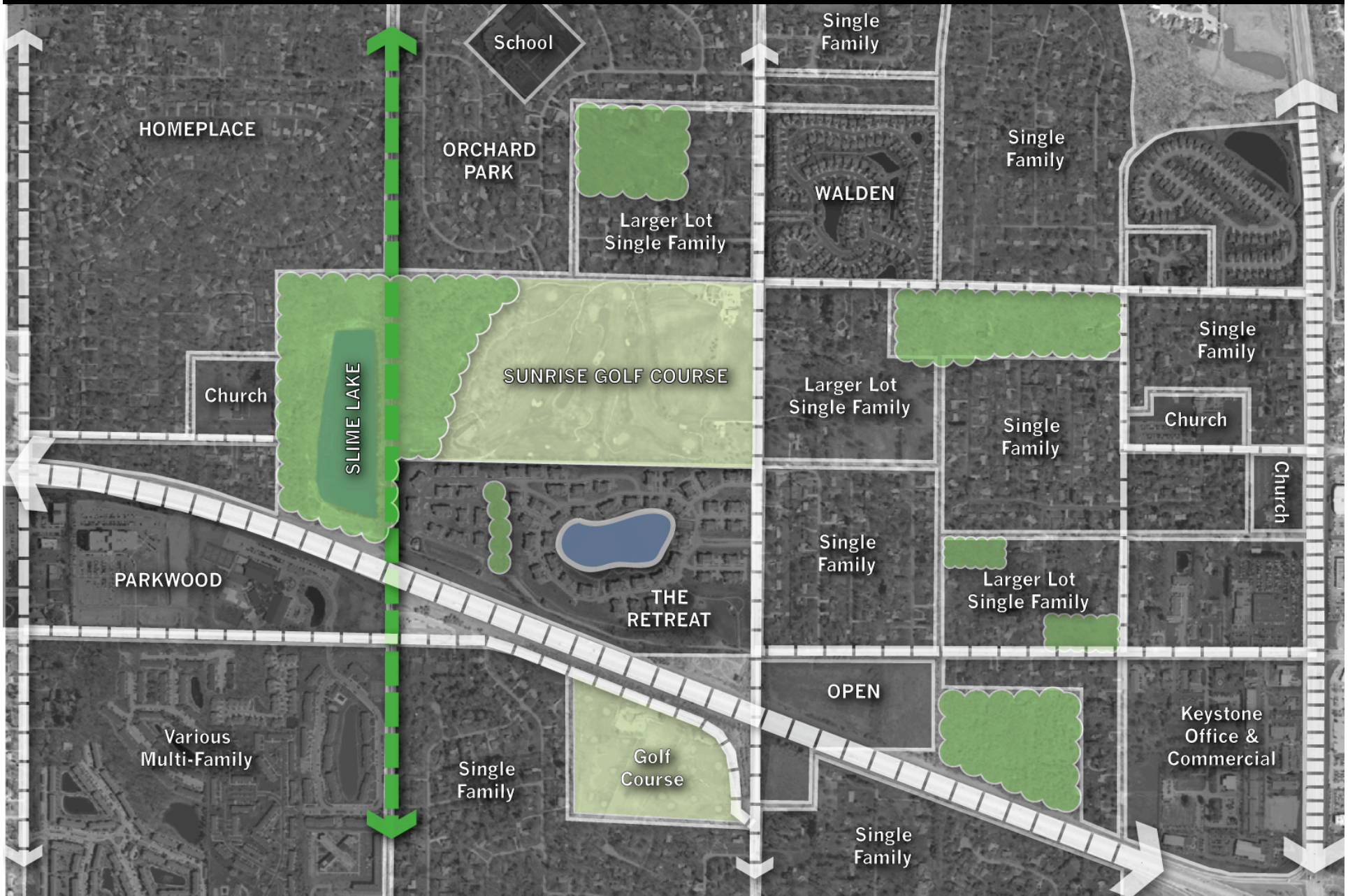
A Conceptual Framework

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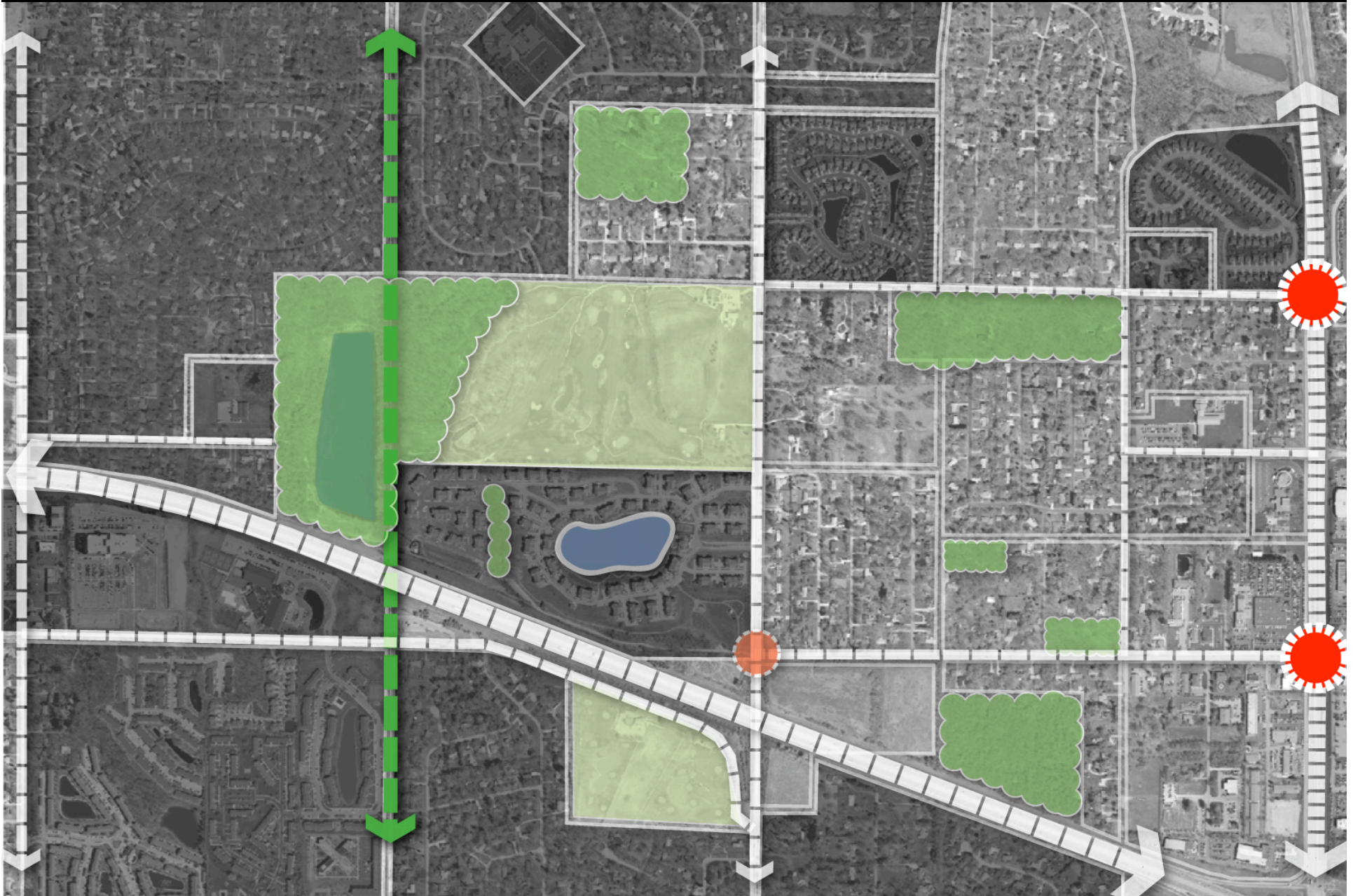


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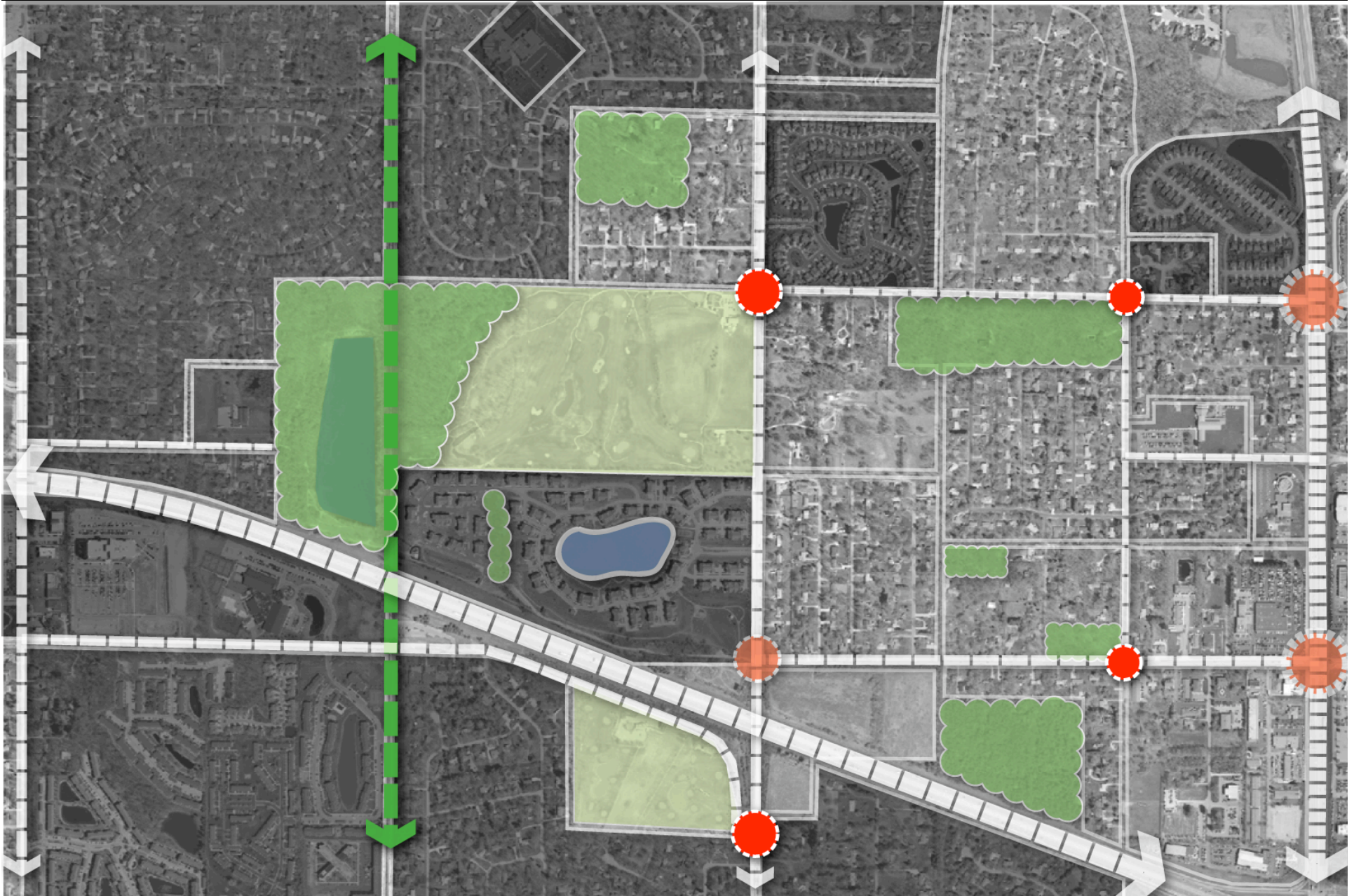


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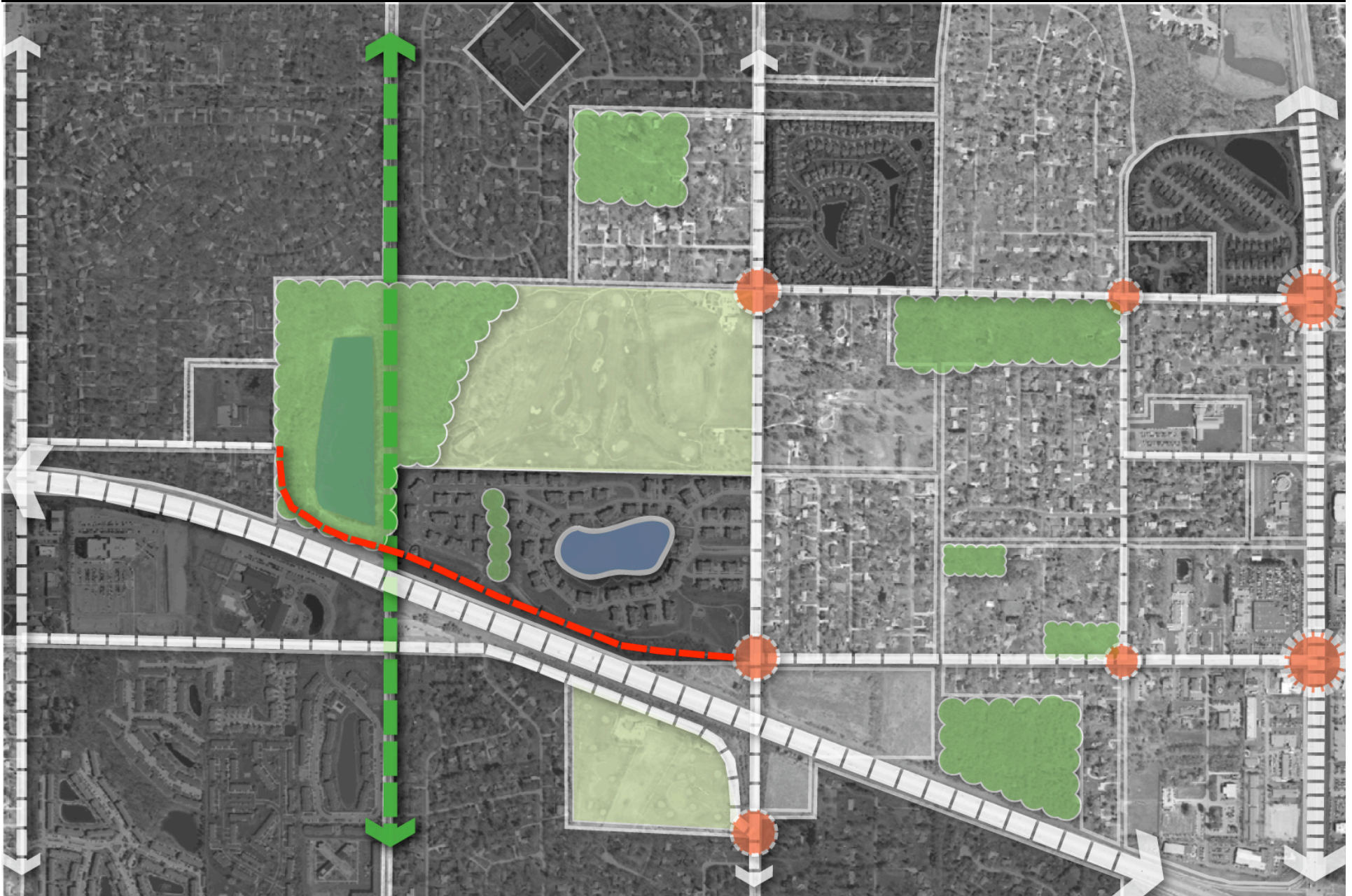


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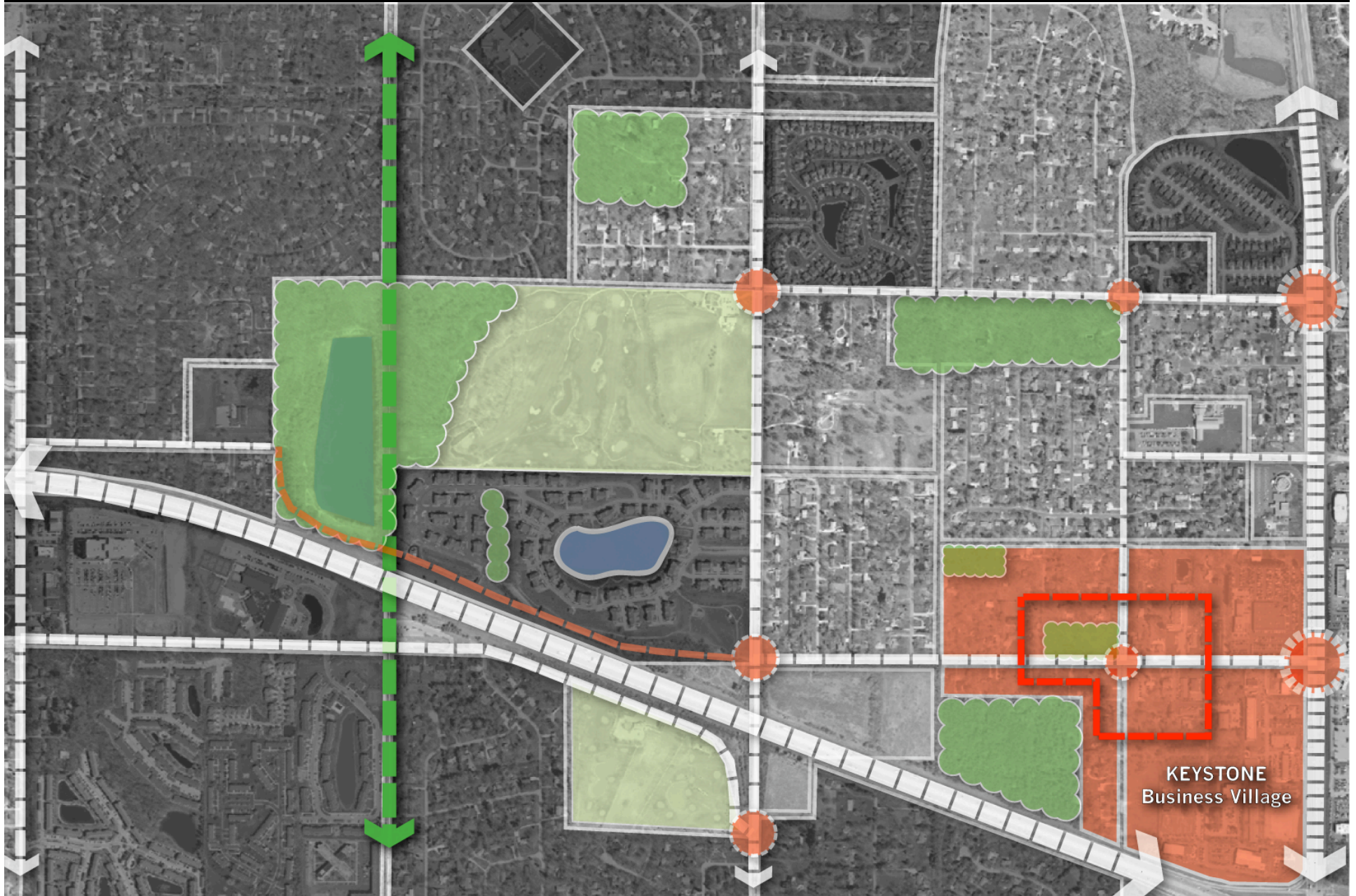


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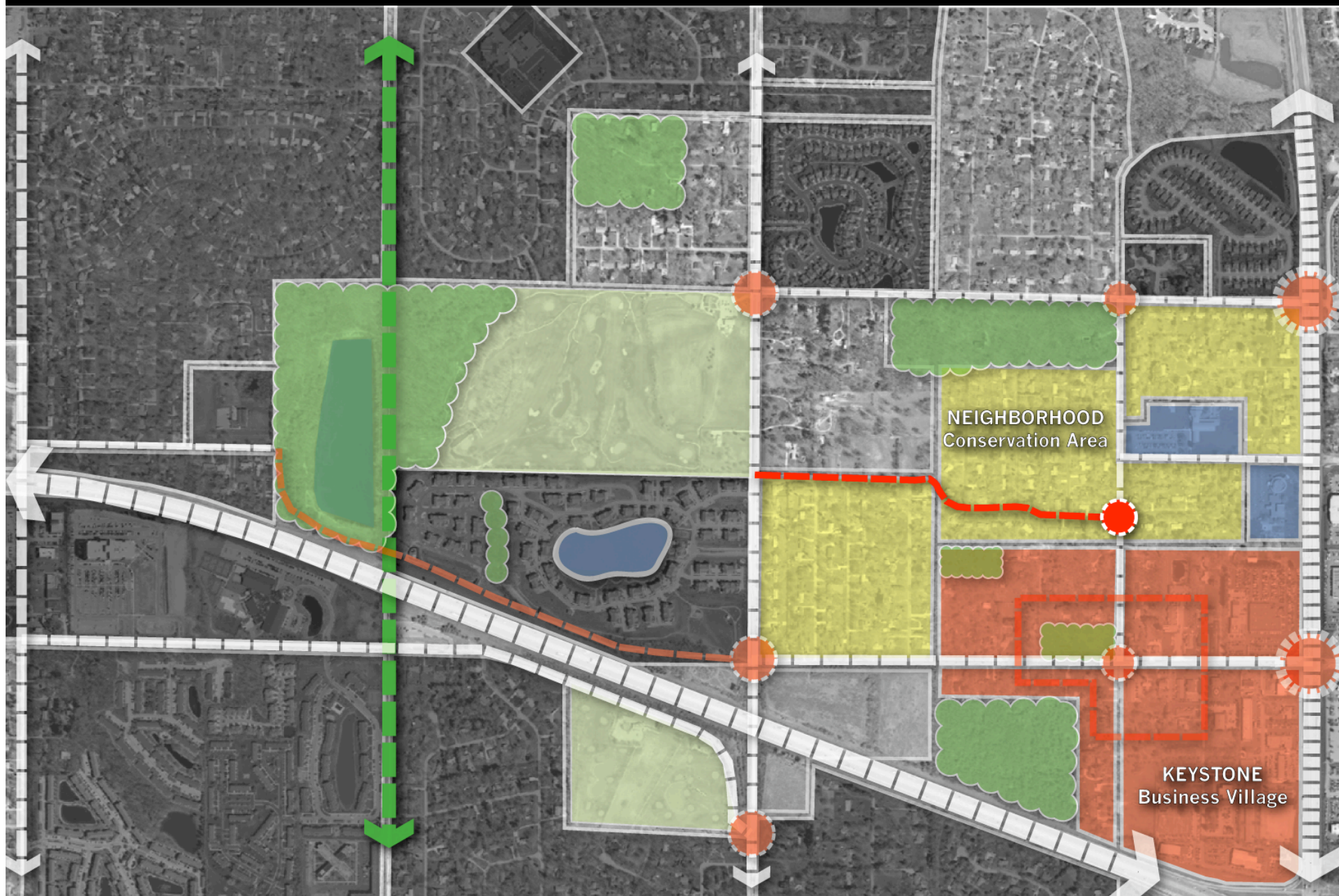
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PLANNING FRAMEWORK



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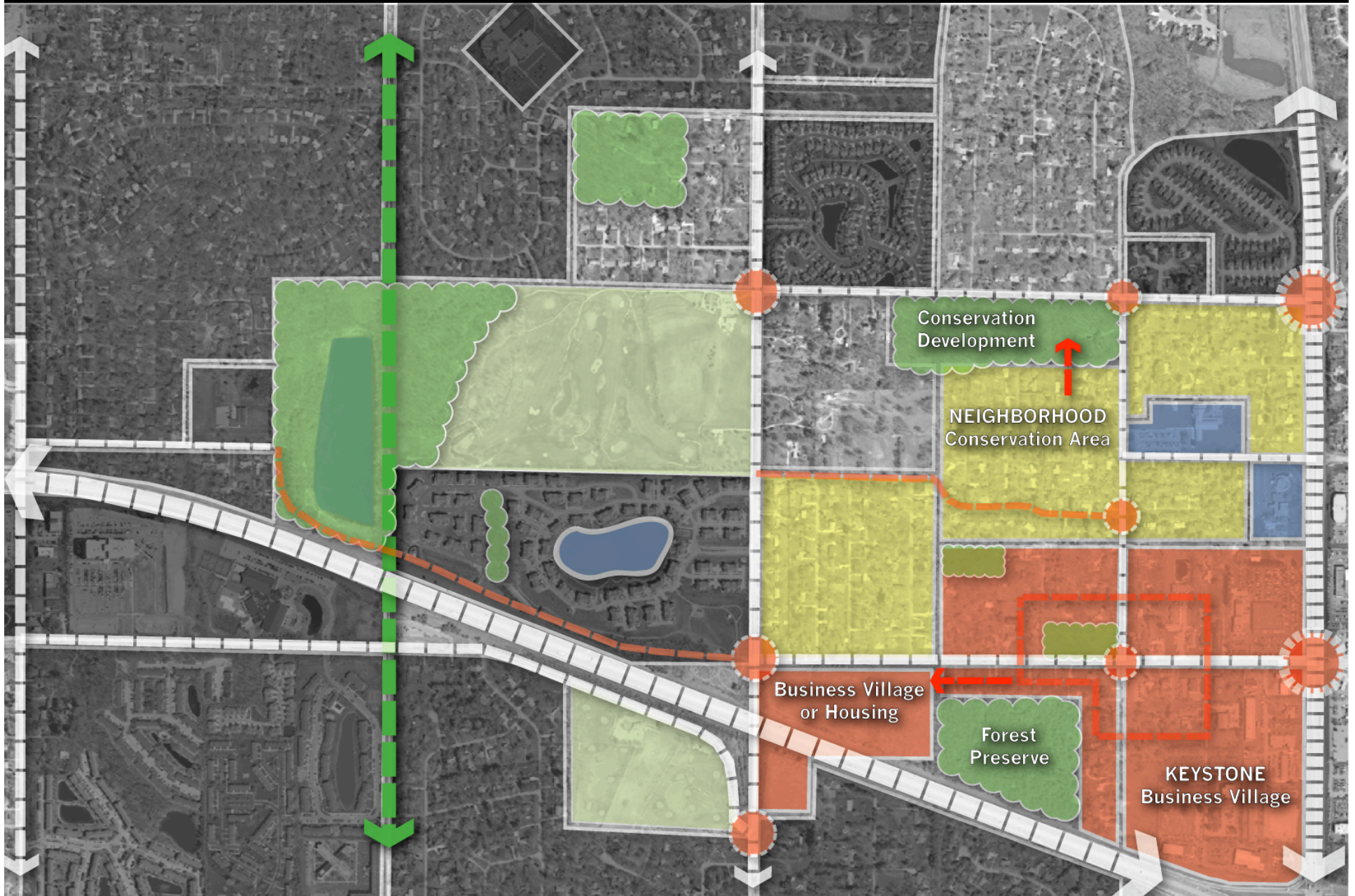


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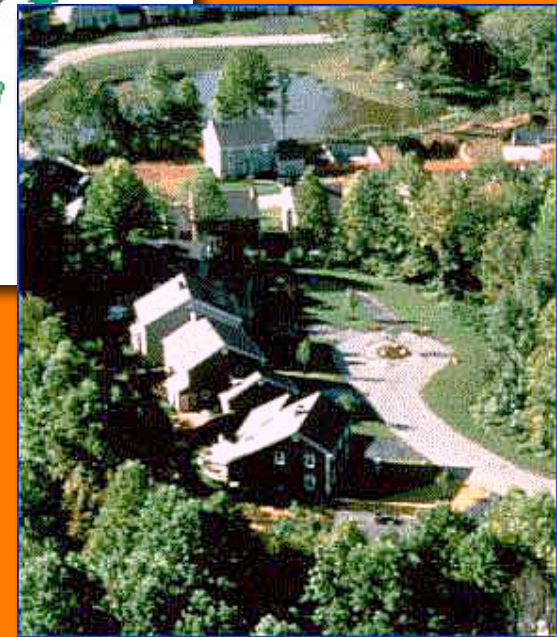
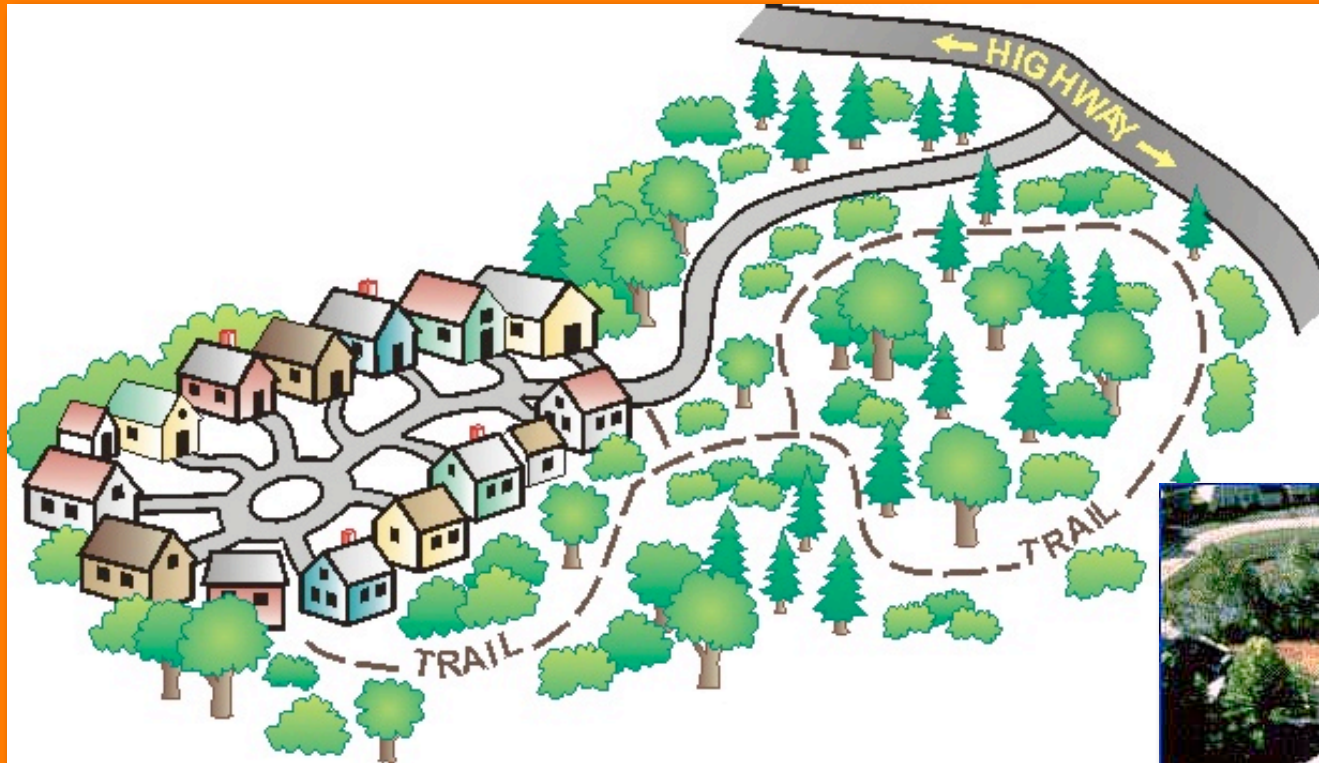


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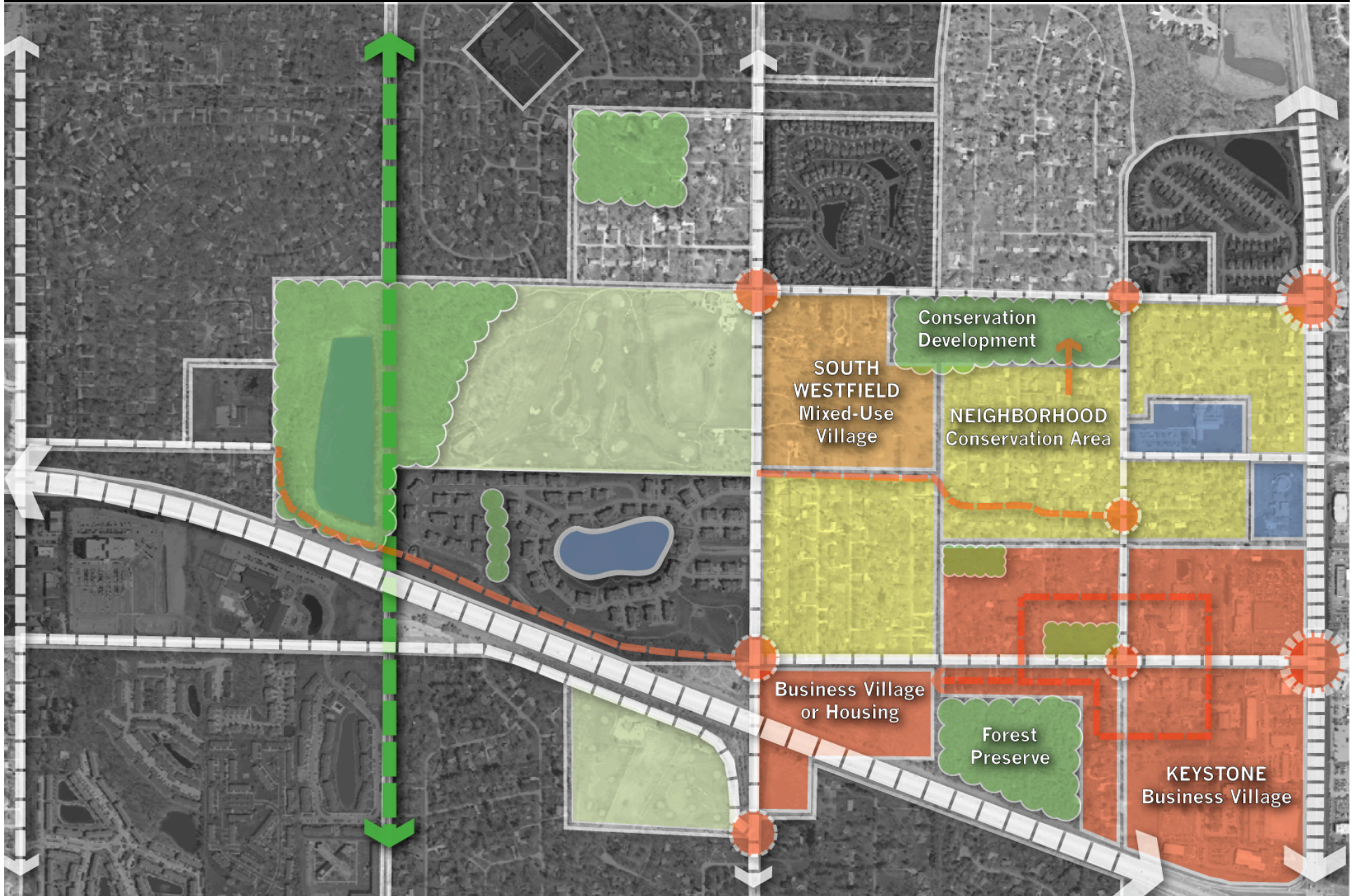


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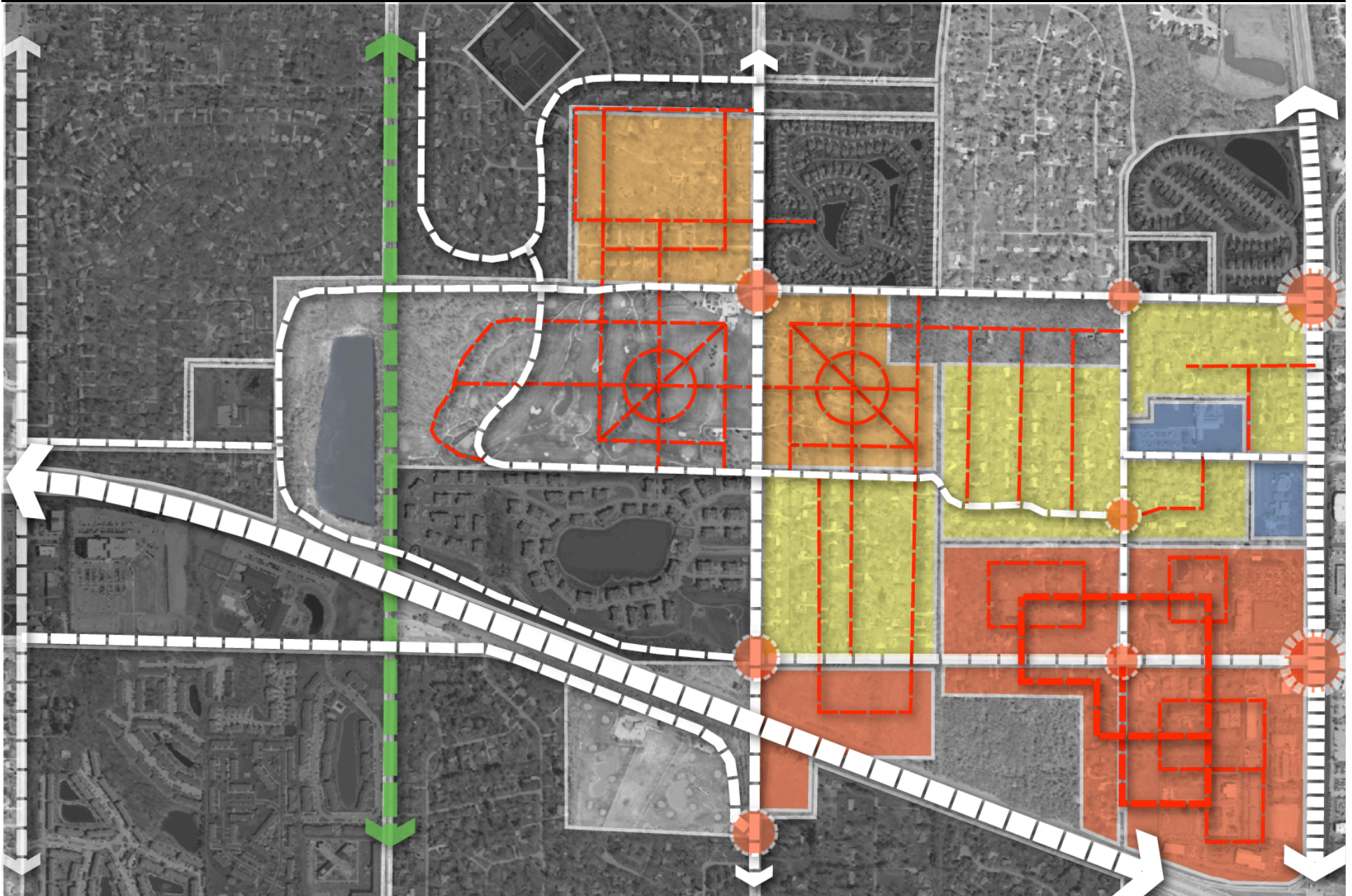


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